LOCAL RAILWAYS NOT UNANIMOUS REGARDING LOW RATES

Two Lines Object to Selling Labor-Day Tickets at Less Than One Fare for Round Trip-Cut by L. E. & W.

Yesterday the local passenger association met to further consider the making of a 1-cent-a-mile rate over all Indianapolis lines on Labor day. The Pennsylvania and the Lake Erie & Western opposed doing so, saying that a one-fare rate for the round trip was an ample reduction. On the other hand, the Big Four, the Cincinnati, Hamilton & Dayton, the Monon and the Indianapolis, Decatur & Western favored making a 1-cent per mile rate, not only on Labor day, but on the best days of the races and of the State fair. After a lengthy conference the meeting adfourned with the understanding that the Big Four, the Monon, the Cincinnati, Ham-4lton & Dayton, and the Indianapolis, Decatur & Western roads would, on Labor day, from all points where the rate exceeded \$1 for the round trip, sell tickets at 1 cent a mile for the round trip, except at points where the Lake Erie & Western and the Pennsylvania lines compete with other roads. Another meeting will be held probably to further consider offering simtlar rates during the races and State fair. E. O. McCormick, passenger traffic manager of the Big Four, was at the meeting for a short time and made a few remarks, in which he took the position that the citizens of Indianapolis, when times were dull, had gone to a good deal of expense to give some entertainments which would draw good crowds-entertainments worthy of patronage-and he thought it no more than right that the railroad companies should help to make them a success by offering 1 cent a mile rates from all points within the radius of 100 or 150 miles.

Traffic Improving.

H. C. Parker, traffic manager of the Lake Erie & Western, states that the line he represents never moved a heavier ton-

nage than at the present time. The freight officials of the Big Four say the freight tonnage with them is now only I' rited by the cars which can be com-

nanded. Ford Wood, of the Peoria & Eastern, says his road is handling a:l the business it has power to move and the outlook for a heavy fall traffic could hardly be more

John Lazarus, of the Indianapolis, Decatur & Western, says his road is doing a splendid business and would do more had

The tonnage of the Pittsburg, Fort Wayne & Chicago and of the Pennsylvania lines east and west for the last ten days

has exceeded all former records. The Cincinnati, Hamilton & Dayton, says General Agent Stiles, would be doing double the business it row is could it command cars. On its own lines business is good and Western connections are calling loudly for cars.

H. W. Hibbard, general freight agent of the Vandalia, answered the question, "How is the Vandalia doing?" by saying: "Do you know of any road which is doing a better business? It is a question of cars

One feature of the improvement in business is the fact that the increase is not all confined to grain. Shipments of lumber, live stock, fruits and vegetables are very large with many of the roads. Coal is also moving in considerable quantities, and now that people know more about the tariff, west-bound business is improving. Another result brought about through the improvement in business is that hundreds of train crews who have been idle since last January are back at work and the number is daily increasing. Engineers of maintenance of way are being given more rope in the matter of making improve-ments to roadbeds, and all along the line there is a better feeling as the number of freight trains increases and side-tracks are cleared of all idle cars.

Meeting of Passenger Agents.

At a meeting, in Chicago, yesterday, of the Eastern committee of the Western Passenger Association a resolution was adopted providing that a joint conference of Trunk-line, Central Traffic and Western Passenger associations be arranged, to be held in connection with the meeting of the American Association of General Passenger and Ticket Agents, which will convene at Quebec Sept. 18. The joint meeting will be held for the purpose of reaching an agreement on the question of divisions growing out of the demand of the Chicago and Buffalo lines for an excess mileage between those points in the apportionment of through fares. A resolution was also adopted at the meeting providing that lines Interested be permitted to agree between themselves to run a cheap excursion from East St. Louis and St. Louis to Chicago on some Saturday, to be settled upon hereafter, the fare to be at the rate of \$5 for the round trip.

President Newell's Funeral. The special train bearing the remains of John Newell, the deceased president of the Lake Shore road, arrived in Chicago yesterday. The crepe-covered casket was taken there in "Old 61," the beautiful private car, which has practically been Mr. Newell's home for many years. The funeral services will take place at the family residence, 348 Ontario street, at 2:30 p. m., to-day; interment at Graceland. The honorary pallbearers will be: Messrs. Cornelius Vanderbilt and H. Walter Webb, New York; J. H. Reed and James McCrea, Pittsburg; George C. Greene, Buffalo; P. P. Wright and John Tod, Cleveland; H. B. Ledyard, Detroit; M. E. Ingalls, Cincinnati; Roswell Miller, R. R. Cable and H. H. Porter, Chicago. The active pallbearers will be Messrs. W. H. Canniff, A. J. Smith, E. A. Handy, P. S. Blodgett, G. W. Stevens, A. M. Waitt, J. H. Bromley and R. H. Hill,

all officials of the Lake Shore railroad. An Operator's Complaint.

Expert telegraph operators are alleging again that the railroad companies are giving positions to many student operators. Said one operator: "There has not been a time in the past twenty-two years when the profession was as crowded as now. There is scarcely a day that an old operator or boy does not come in and ask for Operators are themselves more to plame than any one else. A young man begins to loiter around a telegraph office, and is told by the operator if he will pay him \$5 or \$10 a month for a few months he will teach him the business, and if the young man is bright and learns easily in a few weeks he will do very fair work. He then thinks himself competent to do work in a railroad office and strikes out for a position, and often crowds out a more competent man at a way station because he will work for less money.'

Prefer Not to Buy Homes. At a recent meeting of railroad men in this city the question whether it was wise for a railroad man to own property was argued. The sentiment of those present was that it was not; that he had better keep his surplus money where he can command it at any time. One reason assigned for this was that if a railway employe owned a home the charge would be laid against him that he was making too much money; that is, legitimately. The most forcible argument advanced was that railroad men were liable at any day to be transferred to some other point, and if it became known that he had been transferred he must sell his property at a sacrifice. The sentiment of the employes present was that until railroad positions became more permanent railroad employes who had money should keep it within call.

Mr. Cost to Be Promoted. There is excellent authority for stating that Edward F. Cost, assistant general freight agent of the Big Four at Chicago, will, within a short time, be appointed general freight agent of the Big Four lines. An official high in authority says the appointment would have been made before this but for the reason that the Big Four people have not fully determined whom to put in his place at Chicago.

Macon & Northern in Trouble.

The Macon & Northern road has now fallen afoul of the Western Passenger Association, and there is an excellent chance that its tickets will be dishonored by the association. It is accused of placing in the hands of brokers orders calling for Pacific coast tickets which are allowing the brokers to make an extensive scoop, to the | be cured.

AGREED TO DISAGREE detriment of the business of the Western lines. The explanations of the Western lines. The explanations offered by the Macon & Northern have not proven satisfactory to Chairman Caldwell, and if the offending road does not offer better reasons within the next few days the chances are that ail of its tickets will be thrown out by all the association lines.

> Meeting of Transcontinental Lines. At a meeting of the transcontinental lines in Chicago, yesterday, the committee on rules for the proposed passenger agreement reported, and a discussion, which took all the forenoon, resulted. Nothing toward adoption was done, however. In the afternoon the main purpose of the meeting was dropped and the meeting discussed rates for the Christian Endeavor convention at San Francisco next year. It is the coming of this event that first suggested the reorganization of the old association, and the general passenger agents felt that if an agreement could be reached much would be done to remove the obstructions in the way of the association. The subject will again be taken up at to-morrow's session, and when disposed of the meeting will re-

vert to its original purpose. Forty-Seven Years with One Road. W. F. Halstead, general manager of the Delaware, Lackawanna & Western road, has just completed his forty-second year of service with that company. He began as a brakeman in 1852, was afterward conductor, train dispatcher, assistant superintendent, general superintendent, and on June 1, 1886, was appointed general manager of this powerful and wealthy corporation. In the East he is credited with being one of the ablest transportation men in the country, and under him the road has been highly prosperous. He is now fifty-seven years of age and quite active. He keeps himself well informed regarding the details of his work, and is as hard a worker as the late

L. E. & W. Cuts to \$2. The announcement in the Journal of yesterday that Commissioner Tucker, of the Chicago and Ohio River Traffic Association, had authorized the Pennsylvania line to meet the three-dollar round-trip rate between Indianapolis and Chicago, made by the Lake Erie & Western, created quite a stir. The interest was increased yesterday by the Lake Erie & Western dropping its rate to \$2 for the round trip. This drop caused the passenger department of the Pennsylvania lines to ask Commissioner Tucker to authorize it to meet the new rate or any other rate the Lake Erie & Western might make. A favorable answer is expected this morning.

John Newell.

Caldwell to Succeed Newell. A railway official who has means of securing inside information says that the Vanderbilts will elect D. W. Caldwell, president of the Nickel-plate road, to the presidency of the Lake Shore, the position made vacant by the death of John Newell. An official well acquainted with the habits of Mr. Newell said yesterday that there was no doubt that he killed himself with hard work. His sudden death, he thought, should be a lesson to other busy men. Mr. Newell was certainly a successful railroad man, but paid a high price for his success.

Reward for J. S. May. Official notification has been sent out of the appointment of J. S. May, trainmaster of the Richmond division of the Pennsylvania, stationed at Richmond, to a similar position on the Chicago division, vice C. R. Walton, transferred. The change will go into effect Sept. 1. Mr. May's headquarters will be Logansport. The change is considered an honor to Mr. May, as the Chicago division is one of the most important, and comes as a reward for efficient service dur-

Personal, Local and General Notes. M. W. Mansfield, superintendent of the Indianapolis & Vincennes road, returned from his vacation yesterday. M. E. Ingalls, president of the Big Four, was in the city for a short time yesterday

while on his way to Chicago. E. O. McCormick, passenger traffic manager of the Big Four, who was in the city yesterday, went to Chicago last night. On Sept. 1 the ticket offices of the Illinois Central and the Big Four at Mattoon, Ill., will be consolidated on account of encono-

Peter Crane, who was in the early days of the Bee-line an engineer on that road, but who is now well advanced in years, is visiting relatives in this city. The shops of the Wabash road are closed this week, the appropriation for shop ex-penses of August being exhausted. Work

will be resumed on Monday next. Peaches from Michigan are being shipped south over the Michigan division of the Big Four by the train load. In no former year have the shipments from that State been so heavy.

The Indianapolis & Vincennes road, during the week the camp meeting was in progress at Bethany, carried 11,548 people to the park, an increase of 8 per cent, over the number carried last year.

The Wabash system, in the third week of August, earned \$200,190, an increase over the corresponding week of 1893 of \$22,320. The Chesapeake & Ohio, in the third week, earned \$210,952, an increase this year of \$12,-

The Nickel-plate company, which last week ran a Niagara Falls excursion, sent passes to every postmaster on the line, and also to those near by, in northern Indiana and Ohlo. Many took advantage of the

Superintendent of Motive Power Garstang, of the Big Four, announces the appointment of James A. Keegan as master machanic of the Cincinnati & Sandusky division, with office at Delaware, O. He succeeds J. H. Berry. For years the Pennsylvania Railroad

Company has been fighting ticket scalpers and has practically driven them out of Pennsylvania. In fact, in the East the scalpers have by no means as strong a hold as in the Western States. The Jeffersonville News states that the Ohio Falls car works now have contracts which will keep them busy for some weeks.

The officials of the works say they hope

now to run through the fall and winter without further loss of time. D. F. Whitcomb, formerly superintendent of the Union Railway Company and Belt road, who has been East several months on account of poor health, returned yes-terday in excellent trim. He is undecided as to what he will do in the future.

It is stated that the ten east-bound lines out of Chicago are this week fully maintaining rates as a result of the meeting last week in New York. Passenger rates east-bound, however, are a little shaky, and the matter will be taken up in Chicago this

week. The meeting to have been held at the office of the Western Passenger Association in Chicago, yesterday, on the question of a reduction in rates from East St. Louis to Kansas City, as announced by the Chicago & Alton road, has been postponed to a

A majority of the bondholders of the Evansville & Richmond Railroad Company have assented to the plan prepared for the readjustment of the company's indebtedness. The time within which nonassenting bondholders may accept will expire at 5 p. m., Aug. 31.

It is stated that C. L. Wellington, assistant general freight agent of the Wisconsin Central road, is to be made traffic manager, and that J. C. McKinnon, general manager of the Merchants' Association, of Milwaukee, is to be appointed general freight agent of the Wisconsin Central.

The Pennsylvania companies have never yet issued passes to the officials of any of the railway labor organizations, and there are a number of other important lines which have strictly observed that rule. The ground taken by such roads is that the officials of these organizations are not railway employes.

On Sept. 1, C. L. Allsberry, agent of the Big Four at Clark's Hill, Ind., will be transferred to Addyston, O., vice C. Ward, resigned. On the same day R. Dobbins, agent at Mitchell, Ill., will be transferred to Granite City, a newly-created station, which bids fair to be an important station on the Big Four system.

It is stated that when Vice President Thompson, of the Pennsylvania railroad, learned that the original intention to send a detail of regular troops to attend the divisional encampment of the National Guard of Pennsylvania, held this year at Gettysburg, was not possible because of the serious inroads upon the transportation funds incurred by sending troops to quell strikes, he immediately informed Governor Patterson that if the troops were sent he would take care of the transportation. The original programme was carried out as a re-

Mr. Reibold Denies It. Louis Reibold, of the Bates House, yesterday explained that he had no intention of leaving the Bates, on which property he yet holds a three years' lease. The fact that one day last week Mr. Refbold was called into the Denison Hotel by Mr. D. P. Erwin, who desired some suggestions as to further improvements, doubtless gave rise to the rumor that there was to be a change in the management of both houses.

The earlier symptoms of dyspepsia, hart-burn and occasional headaches should not be neglected. Take Hood's Sarsaparilla to

WATERPLANTSVALUE

DETAILS AS TO RECEIPTS FURN-ISHED TAX COMMISSIONERS.

Wrangles as to Actual Net Earnings of the Company-Attorney Fees in Tax Cases.

The Tax Commissioners started their session yesterday with the appeal of M. O. A. Packard, president of the First National Bank of Plymouth, who wants the Marshall county board's assessment of \$72,000 reduced to \$57,000. Just before the last tax levy the bank declared a dividend of \$35,000, which was not distributed, so the county board claims, but was allowed to remain in the bank. J. A. Morris, who represented the county before the commission yesterday said that a stockholder admitted before the lower board that the dividend had been declared to escape taxation on the \$35,000. President Packard lives at Chicago, and the county officials think he does not pay taxes enough in this State.

The Jackson Hill Coal and Coke Company had a representative before the commission, who urged that the assessment of \$70,360, fixed by the Sullivan county board of review, was just double what it should be. He said that on account of the depreciation in the value of the company's stock, the 3,518 shares, assessed at \$20 each, were worth only \$10, and that the assessment, therefore, should be \$35,180.

Robert E. Moore, of this city, was before the commission at the afternoon session, appealing from the action of the Marion county board of review in assessing \$2,500 of paid-up building and loan association stock owned by him. He claims that it is nonassessable, and wants the amount taken off. The stock is in the United States Savings Fund and Investment Company of this city, and was not assessed

Vice President Davis, of the Indianapolis Water Company, occupied the attention of the board the greater part of the afternoon. In response to questions by J. P. Dunn and the water company's attorney, S. O. Pickens, it was shown that the company's stock is \$500,000 and its bonds \$760,-000. Some of the stock, Mr. Davis claimed, had been issued to the bondholders free in order to get them to take the bonds, and the company's statement of the actual amount of stock and bonds is \$850,000. The gross receipts last year were \$210,700, or 25 per cent. on the company's estimate of the stock and bonds, while \$81,000 was spent during the year for betterments and \$63 .-740 for operating expenses. Mr. Davis claimed that the consumption of water here is exceedingly small and that out of an estimated population of 150,000 the company had on its books only 4,000 consumers. It has one hundred miles of pipe in the city, and Mr. Davis submitted figures to show that, while the average charge in many cities for a six-room house, thirty feet front, with stable, laundry, bath and sprinkler was \$34 a year, the charge here for the same service was \$23.50.

The Marion county board of review assessed the water company at \$560,000, and Mr. Dunn appealed to the State board for a raise to \$2,000,000. Yesterday he said he was willing to knock off \$600,000 and would be satisfied with a valuation of \$1,400,000. Mr. Pickens, Mr. Dunn and Mr. Davis indulged in a three-cornered argument concerning the company's net earnings, Mr. Dunn insisting that they were in the neighborhood of \$147,000 and the other two gentlemen claiming they were considerably less, though they did not say how much. The city pays \$50,000 a year for its water. In his statement to the board Mr. Davis cited a number of hotels and big blocks that contributed very little to the water company, went over various streets where the consumers were scarce and the expense of construction heavy and presented his side of the case in good shape. Mr. Pickens spoke briefly, urging the commission not to add to the burden of an already overtaxed corporation. Mr. Dunn asked a number of questions and members of the board did ikewise, all of which were answered readily enough, though there was an occasional mild sort of a jangle concerning some interrogatory, the answer to which necessitated going into details for which the commissioners had no time. Finally, during the altercation over the net earnings of the company, the board came to the conclusion the case had occupied time enough, and

called it off. Charles O'Rourke, assessor of Pulaski county, appeared before the commission with an appeal from that county's board, which, he said, had assessed the property of the Indiana Pipe-line Company some \$11,-000 too low. The board's valuation is \$17,580, which the assessor says should be raised to \$28,514. This company is generally known as the Chicago natural gas company. It carries gas from the Kokomo field to Chicago, and is assessed on 879-100 miles of 4.36 miles of telegraph line.

eight-inch pipe. It is also assessed \$261 on The commission will next spring have to assess the value of real estate, and a convention of county assessors will be called. probably in February, in this city, at which these officials will consult with the commissioners and the tax basis for realty fixed in time for the spring assessment.

FEES IN TAX CASES.

About \$25,000 Will Be Allowed Messrs. Kern, Ketcham and Beveridge.

The State Tax Commission has stated, through one of its members, that it will allow about \$26,000 in payment for prosecuting the railroad tax cases. As has been before stated, Messrs. Kern and Ketcham are the case and A. J. Beveridge \$5,000. Besides these fees the expenses are not thought to amount to over \$1,000. The attorneys interested in the case claim that the total amount of taxable property which was involved in the tax dispute was more than twenty-two million dollars, and the increase in taxation, due to the decision of the Supreme Court, was nearly four million The attorneys above mentioned have sub-

mitted the following figures of railroad taxation to the State Tax Commission. "Total assessment of railroad properties in the State of Indiana for the year 1890, \$69,762,676; for 1891, \$161,639,169; for 1892, \$160,585,802; for 1893, \$159,248,873. Aggregate, therefore, for these three years, \$480,883,844, as against \$209,288,028, which would have been the assessment during these three years on the basis of 1890, showing an excess under the new law for these three years of \$271,595,316 "The average rate of assessment throughout the entire State for all purposes, except purely local, according to the Auditor of State, is \$1.47 on the hundred dollars. Upon this basis the total tax, the right to levy which is questioned, upon the increase made for those three years, is \$3,992,458. "The average increase during these three years over previous assessments was \$90,-531,935. On the basis of \$1.47 per hundred dollars this would represent an annual income of \$1,300,819.44. And on the basis of 6 per cent, this would represent a contro-verted capital of \$22,180,324.70. "The aggregate assessments for 1891 and 1892 were \$321,634,971. The total assessment would amount to \$139,525,352. So that the total increase for the years 1891 and was \$182,109,619. The State levy for 1891 and 1892, 35 cents on the hundred dollars, would produce a revenue of \$637,383.67 on the taxes assessed for the years 1891 and 1892. The taxes assessed for 1893 were \$159,248,873. The assessment for 1890 was \$69,762,676. So that

the increase was \$89,486,197. "The levy for 1893 was 32 cents, producing upon the above increase a revenue of \$286,-355.83. Add to this the increased revenue for 1891 and 1892, as above, \$637,383.67, and we have the net increase in revenue to the State during these three years, \$323,739.56 which, so far as the State was concerned, was the amount immediately in controversy in this litigation, coupled with its right to make such a levy and its general

IN THE COURTS.

interest in the revenue as above stated."

September Term Juries.

The following juries have been drawn for the September term of the county courts: Room 1-Horace G. Pervis, city; Victor Derchler, Perry; J. P. Groff, Wayne; J. W. Kirkpatrick, Perry; M. Frauer, Washington; George Anderson, Center; J. P. Myers, Pike; Edward Netterheinrich, city; Wiley Edmundson, Franklin; F. A. Hansing, Warren; J. W. Johnson, Franklin; H. J. Kissel, Pike. Room 2-Oscar T. Kuhn, Warren; J. H. Carpenter, city; I. Falvey, city; Valentine Apple, Warren; M. J. Ready, city; Lee George, Decatur; A. J. Darby, city; C. A. George, city; Fred Pruitt, Pike; Matthew McCarthy, city; C. C. McCauley, city; Charles Bakemeier, city. Circuit Court-John Wright, Pike: Joseph

Hittle, Franklin; William Richmond, Warren; Charles A. Ecklin, city; J. P. Gasper, city; F. W. Hansing, Lawrence; John Hedlund, Perry; J. W. Easterday, Center; John

Grover, city; A. F. Light, Center; Charles F. Annan, city; Edgar Pugh, Washington.

Injured on a Car.

James W. Coombs has sued the streetrailroad company for \$10,000 damages. He was injured while attempting to alight from a car at Massachusetts and College avenues last May. New Suits Filed.

Elmer E. Gant vs. Dwight H. Baldwin

et al.; on contract, Superior Court, Room & James W. Coombs vs. The Citizens'

Street-railroad Company; damages. De-

Smith Meyers, Receiver, vs. Excelsior Brick and Lime Company; note. Superior Court, Room 2.

FLEET TWO-YEAR-OLDS.

mand, \$10,000. Superior Court, Room 3.

Record in This Class of Horses May Be Broken Next Monday.

The fall meeting of the Indianapolis Driving Club next week is attracting widespread interest among lovers of high-class racing. The liberality of the management of the club in offering \$25,000 in purses has been rewarded by having the greatest number of entries, 398 in all, ever made for a trotting meeting in the United States. Four races each day, twenty races for the five days of the meeting, is the greatest number ever offered by any association, and every class has from a dozen to thirty entries, comprising horses that already have acquired low records. On the opening day, Monday, the first race is for 2:30 trotters, for which there are thirty-one nominations, a number of them having shown their ability to beat 2:20 by several seconds, and so equally matched in speed and staying qualities as to insure a contest that will be worth seeing. This will be followed by a stake race for the 2:25 pacers, and for this there are twenty-four entries, among them the brown filly Whirligig, with a record of 2:10, made since the nominations for the stake closed, and Rubenstein, with a mark of 2:0914. If there were no other contestants than these two the race would be a hot one, but there are several others that have shown equal speed, and the two Kentucky products will most like-ly be compelled to lower their records to win it. The third event of the day will be a stake race for two-year-old trotters, for which there are twenty-nine entries, including a number of exceedingly speedy and highly-bred colts and fillies, some of them having gone fast enough in their work to convince their owners that they are capable of breaking the two-year-old record.
A special attraction for the opening day ll be the famous pacing horse Albatross, holder of the world's record of 2:091/4 under saddle, ridden by Miss Edna Harris, a miss of twelve years old, and weighing only fifty pounds, the youngest and smallest equestrienne in the world. Albatross is not only the speediest but the most beautiful pacing stallion living. At Lansing, Mich., the young miss rode him a half in 1:0014, and the full mile in 2:0914. She will ride him next Monday to beat that mark. With the specials added to purses and stakes the amount hung up for this meeting is in excess of \$25,000. Tickets for the races will be on sale at the Big Four ticket office, No. 1 East Washington street, this morning.

RUSH AT THE CUSTOM HOUSE.

Effects of the New Tariff Law at Port of Indianapolis.

Yesterday was a busy time at the Indianapolis custom house. The new tariff bill had no sooner become a law than Collector Tanner found himself almost unable to serve the business men who came to inquire after goods that for some time have been held in bond. The importers of queensware do the largest business through the custom house. Holweg & Reese have in bond a quantity of goods upon which the duty is \$14,000. Under the old tariff law the duty would have been \$20,000. The new duties on tin plate and woolen goods do not go into effect until October and January, and large quantities of these goods will probably lie in bond until that

DAILY VITAL STATISTICS-AUG. 28

W. and Nettle Peck, West and Sixth streets, girl. John and Margaret Allan, Elizabeth street, girl

John and Jessie Black, city, girl. Oscar and Melia Weerner, 454 Indiana avenue, boy. George and Mary Nichols, 316 West St. Clair street, boy Carton E. and Nora A. Swiggett, Park avenue, boy. Andrew and Lena Hansen, city, girl.

Mr. and Mrs. H. Reineberg, Alabama street, girl. Charles J. and Lizzie Boynton, 263 Bates street, girl. Deaths.

Bernett Samuels, fifty-nine years, city, Minnie Hughes, twenty-two years, 208 Daugherty street, congestion of the stomach and bowels. Infant Weiss, 25 Mulberry street, still-

Marriage Licenses. James R. Wrennick and Myrtle Wolfe. Alonzo Gates and Lucy Dove. Frederick Zapf and Martha Kyle.

An Insane Woman's Violence.

Last night, about 12 o'clock, patrolmen Johnson and Dugan were compelled to take charge of an insane woman, residing on Yeiser street, near East street. In putting her into the patrol wagon to take her to the police station, a hard struggle occurred in which Johnson had his vest torn generally supposed to be in \$10,000 each on from him and wagon officer Slate was struck a severe blow in the face. Finally the door was locked with the woman inside, but she kept the vest until the police station was reached and patrolman Johnson was compelled to promenade the remainder of the night with only his coat. The woman's name was not ascertained. She has been confined several times at the

Central Hospital for the Insane.

Queen City Railroad Case. In the federal court, yesterday, Judge Woods issued an order to Receiver Cale, of the Queen City Electric Company, instructing him to remove the engines, boilers and general equipment from the power house of the Queen City Electric Railroad Company. This is the case in which Russell B. Harrison is involved. The receiver is granted permission to put the equipment on other property or to close up the road entirely. Further, the receiver is instructed to refrain from either purchasing or leasing a new site for the plant without

an order from the court.

Piling Up Fees for Daniels. N. B. Price and Charles Newhouse, neighbors, residing on East Wabash street, quarreled Monday and Newhouse caused Price to appear before Justice Daniels yesterday on charges of profanity and provoke. Price pleaded guilty to the first charge, and was fined \$1 and costs, the latter charge being dismissed. After the trial he swore out warrants preferring like charges against Newhouse. The latter will be tried to-day.

For Stealing Cigars.

G. W. Holloway, an old man, was arrested yesterday on a charge of stealing cigars valued at \$40 from Wesley St. Clair's restaurant last month. James C. Ross, a saloon keeper at No. 810 West Washington street, who bought the cigars, was arrested on a charge of receiving stolen goods.

Michigan City's Police Commissioner. Garret Van Dusen, one of the police commissioners of Michigan City, resigned his position several days ago, and yesterday Governor Matthews appointed Joseph Oliver to succeed him. Mr. Van Dusen was recently elected Mayor of Michigan City. Both gentlemen are Republicans.

New Incorporations.

The Montgomery Mercantile Company, of Montgomery, Daviess county, was incorporated yesterday with a capital stock of The Tipton Land Company notified the Secretary of State yesterday that it had reduced its capital stock from \$100,000 to

Democratic Candidate for Constable. At a meeting of the Democratic county central committee in the Gray Club rooms, last night, Jacob L. Mabee was nominated as a candidate for constable for West Indianapolis. He was nominated on the third

Dr. Price's Cream Baking Powder World's Fair Highest Medal and Diploma.

VISITORS FROM OHIO

SECRETARY HAHN, OF REPUBLICAN NATIONAL COMMITTEE IN TOWN.

Chairman Dick, of Ohio State Committee, Will Be Here To-Day-County Judicial Convention.

Among the notable arrivals in the city yesterday was the Hon. W. M. Hahn, of Columbus, O., whose name was inscribed on the Bates House register. Mr. Hahn is the Superintendent of Insurance for the State of Ohio, which office he holds by virtue of appointment by Governor McKinley. He is also secretary of the Republican national committee. The arrival of a politician of the importance of Colonel Hahn naturally caused a commotion in political circles and the distinguished visitor was the recipient of numerous calls from leading Republicans. Chairman Gowdy called early in the evening and remained a half hour. Other visitors were in and out during the course of the evening, and the acquaintance of the leader from Ohio was

considerably broadened. To a reporter for the Journal Colonel Hahn denied that his visit here has any political significance. He was here, he stated, purely in his capacity as Superintendent of Insurance of Ohio. He is accompanied by his deputy, T. R. Fletcher, and their business is to examine into the affairs of the Millers' Mutual Insurance Company, of this State, which has recently been admitted to do business in Ohio. Col. Hahn stated that he found the affairs of the company in a good condition.

Although his business is not political, Col. Hahn is always willing to talk politics. He said that the aptitude of the Republicans of Indiana for politics is so well known, and he saw such signs that the organization here is already in almost perfect shape that he was not willing even to make suggestion. "However," he continued. the Republicans of Indiana need vigilant and skillful leaders as well as a perfect organization if they would break the shackles of the gerrymander with which the Democrats have bound them. The Republicans of other States recognize it as one of the most scandalous that has ever been perpetrated. However, there is an opportunity for you this fall and the Republicans of Ohio are expecting great things from the Republicans of Indiana." "Do you know anything relative to the intentions of Governor McKinley respecting Indiana?" was asked. "I do not, further than that he expects

to make a speech 'n your city on the 25th of September." "What is the purpose of the visit of Chairman Dick, of the Ohio Republican committee, to this city next Thursday?" "I understand that it has no significance further than that he comes to confer with Chairman Gowdy relative to an exchange of campaign speakers." "Do you understand that General Harrison is to go to Ohio during the campaign?"

"I have no information as to that, but I can assure you that there is no man whom the Republicans of Ohio would rather hear than General Harrison.' "What are the prospects of the Repub-licans in Ohio?" "It is a little early as yet to predict any-thing with reference to Ohio, but I think it is safe to say that the majority in Ohio this fall will be more than it was in 1893,

when Governor McKinley carried the State by 80,000. We hope and expect to elect seventeen or eighteen of the twenty-one members of Congress, and with the present advance in sugar we ought to elect more than that. Next year we elect a Governor, a Legislature and a full State ticket. It is generally taken for granted that we will carry the Legislature, in which event Mr. Brice will be retired and the State of New York will have to scratch along with two Senators instead of three." "Will the Republicans of Ohio present the name of Governor McKinley to the next national Republican convention as a candidate for President?" "We are not worrying just now about who will be the next Republican candidate for President. We are more interested in capturing the next Congress than in what the next Republican national convention will do."

HON. C. B. LANDIS TO SPEAK.

He Will Attend the Opening of the North-Side Republican Club. Hon. Charles B. Landis, of Delphi, will be the orator of the formal opening of the North-side Republican Club, on College avenue, Saturday night. He is the gallant young Republican who recently withdrew from the congressional ticket in the Tenth district, after being, as a great many thought, fairly nominated, in order that peace and harmony might prevail where factions were threatened. He is an eloquent and forcible speaker and never fails to interest a political audience. In his capacity as editor of a party paper in Carroll county, he has given the political is-sues a close study and will discuss them in an attractive manner. The club is a large one and its members are earnest, energetic Republicans, who expect to make their influence felt during the campaign.

apolls speaker of the occasion. DELEGATES BY WARDS.

Hon. S. N. Chambers will be the Indian-

Precinct Changes Compel Changes for the Judicial Convention. On account of the changes made in the precinct boundaries, it will be necessary to elect delegates to the Republican legislative and judicial convention by wards instead of | market rate; privileges for payment beprecincts. Each ward will be allowed a delegate for every precinct and one additional delegate for every one hundred votes cast for Harrison for President. The convention will meet on Sept. 22, and will be

composed of 422 delegates. Committeeman in Precinct 185. Albert J. Glazier was elected Republican committeeman at an enthusiastic meeting in Precinct 185, at West Indianapolis, last

Robinson Fired at Cress. William Robinson, residing at No. 46 Samoa street, was arrested yesterday afternoon by patrolman Laird on a charge of assault and battery with intent to kill William H. Cress. Robinson claims that Cress threw bricks through the windows of his house last Monday, and that he fired several shots at him with his revolver to frighten him away. Cress will be arrested as soon as he can be located.

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"I want to tell you what Lydia E. Pinkham's Vegetable Compound and Sanative Wash have done for me.

"I was so bad with falling of the womb and Leucorrhœa that I could not

stand. "I had doctored so much without benefit

was entirely discouraged. I expected

"One evening I read in the 'Herald' about this medicine. I went to the druggist, got some, and took 2 bottles of the Compound, and used one of the Sanative Wash.

"I am now well and strong, am never troubled with either of the complaints. If more women would use Mrs. Pinkham's medicines there would be less suffering in the world." - Mrs. Ida Casler, 126 Olive St., Syracuse, N. Y.

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POUDER-The funeral of Milton Pouder will take place at his late residence, 250 East Market street, Aug. 29, at 2 p. m.

JOHNSON-Sidney H. Johnson, 200 East St. Joe street, Sunday, Aug. 26. Funeral Wednesday, Aug. 29, at 10 a. m., from family residence. JOHNSON-Mary A., at the residence of her daughter, 195 North West street, at

9:10 p. m., Aug. 28, 1894, aged ninety-three years, four months. Funeral notice later, WANTED-MISCELLANEOUS. WANTED-Nonunion printers, attention. Competent operators on the Mergenthaler Linotype machine, stereotypers and press

room helpers please correspond with the Business Manager of the DETROIT FREE PRESS. FINANCIAL. LOANS-Money on mortgages. C. F.

SAYLES, 75 East Market street. LOANS-Sums of \$500 and over. C. E. COFFIN & CO., 90 East Market MONEY TO LOAN-We have plenty of & per cent. money to loan on Indiana farms. C. N. WILLIAMS & CO., Craw-

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Also, wanted a North Meridian-street property. NEWTON TODD, 7 Ingalls ASTROLOGER.

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WANTED-500 agents to sell medicines for Blood Diseases. SAMSON MEDICINE CO., Office 22 Baidwin Block, Indianapolis. WANTED-Men with small capital to engage in good paying business. Call 6 to 7:30 p. m. L. RANDALL, No. 136 West Vermont street.

pearance for canvassing and soliciting. Call at Room 60, Vance Block, between 8:30 a. m. and noon. AGENTS WANTED-Wanted agents to take orders by sample at home or travel; expenses and good salary or commission

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to right party. Samples sent on applica-tion. Address with stamp, Lock Box 420, New York city. AGENTS WANTED-An effective agent in every town to sell our high-class tailor-ing. To proper parties we will consign sufficient trouser patterns to make good showing as merchant tailor. Parties not having satisfactory commercial rating must be able to furnish bond. KAHN

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